WHEN THE PROPERTY OF THE PROPERTY OF THE PROPERTY WELLOW

THE ARCADE SWINDLE.

The Wealth and Influence of New York in Union Against the Swindle-Meeting at A. T. Stewart's Store-Speeches and Proceedings of the Gathering-\$300,-000,000 Opposing the Political Sharpers-How Will it End?

Gentlemen representing over \$300,000,000 of preperly on Broadway gathered at the down town store Mr. A. T. Stewart yesterday afternoon at three o'clock to perfect an organization against the arca-dian swindlers, who hang suspended by a hair, which the people of New York hope will be pulled to its breaking strain. Mr. Stewart's pri-vate office on the second floor overlooking Chambers street was almost completely niled by men who wore expressions of honest in-dignation at the magnificent fraud—the Arcade Rati-way—which reached the acme of venal dignity when it came out of the hands of the recent Legissture-the boldest outrage and rarest piece of audacity ever flung in the face of the wealth and in-

tegrity of the city.

The meeting was duly organized by the election of the yenerable Judge J. J. Roosevelt as president and Judge Henry Hilton as secretary. Mr. A. T. Stewart then came forward and stated the object of the

Mr. STRWART said it was a well known fact that those having large landed interests on Broadway were opposed to the Broadway Arcade Railway bill as passed by the Legislature. The gentlemen present had gathered for the purpose of remonstrating with the Governor, and it was due to the vital questions at issue that all proceedings should be governed by unanimity. As business men their action should be prompt and concerted, and each gentleman present should go to Albany, and strengthen the opposition to this unwise measure by the weight of his personal presence. Despatch was necessary. He supposed that every ene was acquainted with the measure. He trusted that the action of the committee that should go to Albany would be such as to protect the greatest of commercial thoroughfares from the proposed inno-

on Broadway, was then called upon for his views. He advocated that each gentleman present should go to Albany and urge the Governor to put his veto on the bill. Such a movement would give the oppo-shion a moral support that would be respected by the Governor and admired by the community. The Governor could scarcely have any doubt, when he saw the gentlemen most affected by the bill making a siern opposition that the changes proposed were inconcinable to the stability and commercial usefulness of Broadway. He alinded to several points in the bill. It was necessary, in order to develop the seneme, to dig up the street, and this would be an obstruction to trade. The experience of all basiness men had been that when traffic and tyade had once been directed from a popular highway for a length of time, it had gone never, to return. He would invite the attention of the gentlemen present to the case of Pearl street. It would be remembered that after the great fire splendid and commoditions warehouses had been built for the dry goods trade; but the injury wrought by that disastrous fire was never neutralized. Trade never returned to Pearl street; And with Broadway the effect could be seen. Were this scheme carried out it would stop the great trade which is now being done from the Battery to its northern terminus, and the real artery of our city, a signway-built up with substantial stores, would be utterly destroyet. He was not willing to stand by and see these unwise measures triumph, nor tould he countsmance asy movement calculated to do so little good and so much evil. He was, therefore, a cordial supporter of the opposition to the Arcade bill, and wound exert himbelf to secure its final failure. He moved that a committee of five, from a general committee, be appointed to take charge of the business arrangements of the gentlemen to visit Albany and intercede with the Governor.

Mr. George Gibss said that one of the most observations leatures of the bull was the clause confining the issuance of injunctions to a single court (the

mar. George of the bull was the clause confining the issuance of injunctions to a single court the Supreme Court, thrist district, and possibly to a single judge. Thus would the owners of the longest line of property in the city be traumelied, and it might be impossible for any justice at all to be meted

Judge Roosevelt said that it had now come to be common occurrence for venal legislators to inter-plate such clauses at the instance of railroad and eamboat jobbers and other monopolists. He con-

part of the city to the other, and in referring to an article in a morning paper silgmatized that beaming organ as a vile sheet, or language to that effect. He urged the importance of being present at

Albany.
A resolution was then adopted appointing a gene-ral committee to wait upon the Governor at four o'clock to-merrow afternoon in the Executive Cham-ber. Its members are:—

J. J. Roos	evelt. Chairman.
J. D. Wolfe, C. L. Tiffany,	A. T. Siewart,
C. L. Tiffany.	Edward Matthews,
John S. Setton.	Benjamin L. Swan,
A. F. Hatfleid,	William Lambier,
A. F. Hathell,	Henry A. Kerr,
J. W. Sampson,	S. L. Valentine,
J. W. Southock,	C. E. Detmold,
Charles Johnson,	B. L. Swan,
W. H. Ward,	J. T. Lord,
Stephen Philbin,	C. A. Boudoine,
Thomas Faye,	
P. Lorillard,	J. Lorillard,
F. H. Amidon,	J. A. Wendell,
John Q. Jones,	Peter Manger,
Robert Carter,	E. S. Haggins,
A. G. Hummersly,	L. G. Jones,
E. L. Taller,	W. B. Astor, Jr.,
R. B. Coleman,	B. F. Beekman,
W. & J. Sloane,	James Stokes,
E. A. Smith,	F. A. Palmer,
E. R. Jones,	T. M. Ho'lister,
D. D. H. Haight,	Samuel Brevoort,
Brooks Bros.,	O. B. Potter,
Russel Sage,	Josiah Jex,
James Buell.	J. W. Heckman.
R. L. Solomon,	W. E. Dodge, Jr.,
W. B. Hoffmann.	E. S. Jaffrey, Jr.,
P. Gilsey.	Hugh Auchinchauss.
J. A. Hammond.	Thomas Storm.
	SS COMMITTEE.
E. S. Jaffrey.	A. T. Stewart.
C. L. Timany.	C. E. Detmo d.
Henry Histon.	Edward Mat hews.
	canvassing of the question of
unanimity in our soti	on to the Arcade scheme not
one owner on Bross	on to the Arcade scheme not
favored the wicked	swindle. After a good many
jokes the \$300,000,000	denersed.
Journa and Constraction	anoperous.
Mr. Folev's Associ	ation and the Arcade Job.
mare a group in randous	
100000000000000000000000000000000000000	262 BROADWAY, May 2, 1870.
TO THE EDITOR OF TH	HE HERALD!
	The same of the sa

I was much surprised at reading in the Sunday HERALD a report that John Foley and the Tweifth and Nineteenth Ward Citizens' Association endorsed the ruin of Broadway-the Arcade Railroad plan. I have too much interest on Broadway to favor its ruin at the meeting of our Association on Saturday last. The Arcade plan was strongly denounced by our whole commitplan was strongly denounced by our whole commit-tee, and the undersigned was the first to condemn it. We are, however, in favor of an underground railroad, and this we must have sooner or later. Some means of rapid transit must be secured by which we can reach the Park and the upper part of the island from the City Hall in ten or fitteen min-utes. As the Arcade plan requires three consents from the Broadway property owners before it can be built, this virtually kills the bill, but I learn another section of the same act provides for a tincan be built, this virtually kins the oill, but I carn another section of the same act provides for a tunned underground road, and if it will result in giving us what we so sadly need—an underground railroad, I hope his Excellency Governor Hoffman will approve the same, so that our association may be set right before the people. I annex a copy of the resolution passed at the meeting referred to:—

Resulted, That this successive approach which the

Resolved, That this association approve so much of the act passed at the recent session of the Legislature, and now before the Governor for his approval, as provides for a tunnel undergoound railroad through Broadway, and, believing that that is the only road that each be bullt under the city, we respectfully request the Governor to approve the same President Twelfth and Nincteenth Ward Cu

THE NEW JERSEY CITY GOVERNMENT.

Organization of the Common Council-Mes-

sage of Mayor O'Neill. The new Board of Aldermen of the consolidated city of Jersey organized last evening by the appointment of Alderman McNulty, of the Tenth ward, as President, and John E. Scott City Clerk, Love were drawn by Aldermen for the short and the long term in cases where two members the long term in cases where two members were elected, viz., from the Seventh, Thirteenth, Fourteenth, Fitteenth and Sixteenth wards, with the following result, respectively:—Aldermen Malony, Toffey, Wakeman, Freese and Vreeland, two years' term, and Aldermen Reardon, Thomas Benjamin Van Keuren, William Van Keuren and Bumsted one year's term. Bernard McGuigan, was elseted City Marshal; Archibald K. Brown, Corporation Coulsel; Herbert R. Stout, Corporation Attorney; David Hallanan, Treasurer; Samuel McBurney, Compreoler; John B. Haight, Collector of Taxes.

important suggestions. For the first time in the history of Jersey City there is not a debt of even one dollar on the city. The consolidation of Jersey, Hudson and Bergen cities forms a municipality of one hundred thousand inhabitants. According to the financial statement of 1849 every department of the city government has a balance to its credit. The total bonded debt of Jersey City for the last year was \$2,222,076, of hindson City for the last year was \$2,222,076, of hindson City the expenditure exceeded the appropriation by \$35,352, and it is recommended that this deficiency be raised in taxation from Hudson City. In Bergen the appropriations were \$185,691 88. The total bonded debt of the consolidated city is \$4,706,846 42. The taxable property in the city amounts to \$44,639,730. The Mayor then adverts to education and public parks, and urges harmony in the new Council.

MUCH ADO ABOUT MOVING.

"Corner" in Carts-Chorewomen as Queens of the May-How Long, O Lord, How Long !-The Cartmen's Jubilee-The Rush for Hoboken-Notes from the Ferry Keepers-Chalk-Mark Ledgers.

The wretched man or woman responsible for the absurd custom celebrated yesterday, it is to be hoped for the last time, deserves all the anathemas so freely uttered by the distracted housekeepers and maids of all work of the metropolis. So much unnecessary misery, inherited from the Knickerbockers, was not dreamed of by the present very sensible generation. A subject for the comic artist and a theme for facetious writers, Moving Day has be-come such a fixed fact in the absurdities of custom that it will take a strong effort to prevent its recurrence. To the tenant class there is no greater evil than this custom, which would, beyond all others, be "more honored in the breach than the observance" of a universal filting on the 1st of May. Why this day, of all others, should be selected for the destruction of the household gods is mexplicable, and way it has obtained such general acceptance as a day of tribulation a still further mystery. Its results are serious impositions. The first and most important is in the opportunity afforded landfords to ask extravagant rents for very undestrable tenements in consequence of the great demand existing. The second is in the necessary patient submission of much enduring but remedi-less householders to the extortion and preposterous demands of cartmen. Virtually May moving permits annually a "corner" in horses and carts, especially the latter. The question has often been asked, is there no remedy? We thing there is. The right of revolution remains. We do not mean anything illegal; but where grasping capital seeks to impose undue burdens upon labor a remedy is found in a "strike." A strike is a rebellion. Why cannot tenants strike against the tyranny of their landlords? A tradition exists that every Englishman's house is his castle. Most Englishmen are slaves in a certain sense—that is, subjects. It may safely be concluded, therefore, that every American's house, the American being a sovereign, is even more sacred from intrusion. Now, landlords could not let their houses Few people were not willing to take them. Few people are disposed to rent premises they have not seen. Let tenants, therefore, at the close of the current yearly term, when ano her Hegira is being prepared for, stand upon their natural and legal rights, and refuse to have their premises invaded by a daily army of house hunters. The result [will be the continuance beyond May 1 most likely at will, of a great many leases, and the breaking up of theuniformity of this change of tenancy. Of this more anon.

The streets and avenues of the city were thronged with cars, carriages and every description of vehicle.

ancy. Of this more anon.

The streets and avenues of the city were thronged with cars, carriages and every description of vehicle, laden with furniture and household goods and gods and the usual trials, troubles and toments to which housekeepers, compelled to move from their homes of a twelvemonth to other residences are subjected were witness yesterday from the rising of the sun until the going down thereof. It was a day of jubilee for the express and cart men, who fairly reveiled in the delicities of the occasion, earning fabulous prices for little labor and handling most admired articles of household use with a reckless dexterity which was provocative of terrible angnish on the part of the distracted nomads.

It is worthy of remark that most of the families that moved yesterday were in possession of pianos, which is a healthy sign of progress. The tide of emigration from Brooklyn to New York was larger than the tide the other way. It will likewise be observed that the hegira of "household gods" over the two ferries leading to Hoboken was greater than that of any other two ferries to the same locality. The figures given below are as a ccurate as can be obtained, and in most instances are quite correct, as some of the ferry gate keepers make a score in chark marks on the walls of the ferry houses, checking of each load passing them in either direction:—

FATEN ISLAND FEREY.

During the month of April, single and double teams, to

ı	the island.	y
ı		in
1	Total. 317 During the last week in April, single and double teams, to Brooklyn. 240 From Brooklyn. 240	W
İ		fo
۱	Total	el m
١	to Brooklyn	c
l	Total	fi
	During Saturday and yesterday, to Brooklyn. 23 From Brooklyn 4	0 6
	Total	1
	During Saturday and yesterday, single and double teams, to Brooklyn	
	In former years, the Fulton ferry at this season carried to and fro hundreds of carts inden with furniture. The small exhibit above is una countable to those in charge.	it w
	SOUTH SEVENTH STREET PERRY. During Saturday and yesterday, to Brooklyn, E. D	11 11
į	Total	t
	Ouring Saturday and yesterday, to Hunter's Point and places along the Long Island railr oads. 11 From 2	a
ŀ	Total	B
ł	BRIDGE STREET FERRY. During Saturday and yesterday, to Brooklyn. 101 From. 96	e ii
۱		7
	Total	f
	Total	1 10
	Daring Saturday and yesterday, to Brooklyn	16
	Total	
	During Saturday and yesterday, to Brooklyn, single loads, 43; double do., 20	
	the state of the s	1
	During the month of April and May 2, single and	r
	double teams	1
	Total	0
	beyond, single and double terms. 190	d
	During Saturday and yesterday, to Jersey City and be-	t
	During the last week in April, to Jersey City and beyond, 204	1
	During the last week in April, to Jersey City and beyond, 204 Buring Saturday and yesterday, to Hoboken, single and double teams.	a
	double teams	1

Total teams of all descriptions......4,157 THE NATIONAL GAME.

Practice Game Between the Atlantics and

Unions. The third of a series of matches between these two clubs took place yesterday on the Capitoline grounds. The number of spectators on the ground was quite as large as on the first day of the matches. The play was exceedingly poor. The following is the score:-

usten, c. f	1 2 2	2 Pe	arce.	C		. 3	2 3 1	5
rown, lat b	5 1 2	4 Sp	aith.	3d b.			4 1	2
abor, p	2 5 3	7 81	art. 1	at b.		. 3	4 4	5
abor, pigham, 2d b	3 4 5	5 Ch	ADM	an. L	ř.	4	4 11 1	5
Asu, a. H	2 4 1	1 M	mp.c		Metab		6 1	10
sas, s. s. irdsail, c. eaney, l. f. edbey, r. f. helley, 2d b	3. 8	4 70	tilein	. 10-		0 1		9 9
coney, I. f	2 8 2	2 14	11.	8 46	Office Co.	et. 800		
edney, r. f	9 4	4 P	ke 2	1 h		400	9 0	ě.
helley, 2d b	1 1 9	3 M	Don	mlet .		20-63	5 7 3	
								20
Total 2	7 92 27	40	Total	bourn		00 0	0 00 40	63
		NINO		*****	•••••	21 4	9 24 40	
14.	2d. Bd.			842	70%.	80%		
ulon 2	1	100	9	3	o.	27	9/A.	-0
Liantic 3	2 1	0	9	6	14	-	4 114	2
		u			10		2 38	20

Base Ball in Philadelphia. THE MAYOR'S MESSAGE.

The message of Mayor O'Neill was then read. It a very lengthy document, and abounds in many by a score of 28 to 13.

THE ONEIDA DISASTER.

Decision of the American Naval Court at Yokohama-The Whole Cause of the Disaster Chargeable to the Guilty Carelessness of Captain Eyre.

WASHINGTON, May 2, 1870.

The following is the opinion of the United States Naval Court, consisting of Captain Rome, Lieuten-ant Commander Mullin and Paymaster Lyons, con-vened at Yokohama to investigate the collision between the Bombay and Oneida. It was received by the Navy Department to-day and forwarded to

The eridence in the case being in the possession of the studios consisters. That on the 54th day of Namary, 1879, at a quarter past fee F. M., the United States corveite, Oneida, got under way of the studios of the states About half-past five F. M. size unseed to eastward of Eastward Canton and the states of the states of the states. About half-past five F. M. size unseed to eastward of Eastward Canton and the states of the states Finally, from the evidence adduced, which has been accu-mulated to a degree only in measure of the gravity of the case from the inspection of the known courses and positions on the chart, which is a part of this record, we in the entire fault of this dreadful collision—the total loss to the govern-ment of the United States of the steam corvet Ometic, with the destruction of the lives of 115 of her officers and crew— on the others and command of the English steamship Bom-

YACHTING.

Meeting of the Atlantic Yacht Club.

There was a full meeting of the Atlantic Yacht Inb last evening at the new rooms, Hamilton Buildngs. Commodore Voorhis was in the chair. There vas a good deal of pleasant discussion, and much nxiety shown. It was finally resolved that he prizes for the June regatta should consist of a lifty dollar piece of silver for each of the five classes: fifty dollar piece of silver for each of the five classes: that if one yacht alone made the course it would be a race for all the yachts entered. The date of the annual cruise was fixed for the 9th day of July, to last for six weeks, beginning at Whitestone, where the yachts are to anchor at four P. M. on that day. The reason for this early crulse is the expected arrival of Mr. Ashbury in our waters. Full arrangements were reported as perfected for the regatta on June 2.

It is not true, as printed in the Sun, that the Tidal Wave was beaten by the Madeline in a race from Nyack to New York. The Tidal Wave has already exhibited the linest qualities of speed and bouyancy, and when her spars are reduced she will be very fast. She carries but nineteen tons of bailast.

OBITUARY.

Robert Sterling.
This gentleman, elected Mayor of the city of Newourg some two months ago, died yesterday at his esidence in that city, aged fifty-seven years. He was for nearly half a century a resident and promient merchant in Newburg, and was conspicuous in local politics as an active adherent of the lemocratic party. For ten or twelve years past he had been an elder of the Presbyerian Church, and was esteemed as an earnest, devoted Christiad. For some time he mad been laboring under a complication of discases, and was in feeble health when he entered upon the luties of the office to which he had been elected. Mr. Sterling was popular with all who had. unues of the office to which he had been elected. Mr. Sterling was popular with all who knew him, and leaves a large circle of warm friends. His funeral will take place on Wednesday (to-morrow), and will be attended by the various civic and military organizations of Newburg.

Henry S. Hosford. A telegram from Rutland, Vt., announces the death on yesterday of Henry S, Hosford at his resi-

stence, at Pawlet in that State. Heffield the position of Grand Master of the Grand Lodge of the Inde-pendent Order of Old Fellows in Vermont. Henry Mather.

Mr. Mather, the father of Professor R. H. Mather, of Amherst College, died at his residence in Binghamton, N. Y., on Sunday evening last, aged sixtysix years. He was one of the wealthiest and most prominent men in Binghamton, of which he had been a resident some firty years, and was officially connected with several of the banking institutions of that place.

The death of this gentleman from apoplexy is reported as having taken place at Rochester yesterday morning. He was formerly Superintendent of the New York House of Refuge, which position he gave up to accept that of ther Superintendent of the Western House of Refuge, located in the city where

BRPARTURE OF THE PRESIDENT FROM JERSEY.

President Grant left Elizabeth at fifteen minutes past one o'clock yesterday afternoon for washington. A crowd of several hundred persons congregated at the rainroad depot and manifested great enthusiasm. Cheers were given for the President as the train moved off. He was accompanied by his family.

SHIPPING NEWS.

Almanac for New York-Tals Day.

Sun rises...... 4 56 | Moon sets.....eve 9 45 Sun sets...... 6 58 | High water...eve 10 20 OCEAN STEAMERS. DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF APRIL AND MAY.

| Sala | Destination. | Etna May S. Liverpool. 15 Broadway.
Nebraska. May 4. Liverpool. 29 Broadway.
New York May 5. Bremen. 65 Broad st.
Anglis. May 7. Glasgow. 7 Bowling Green
City of Antwerp May 7. Liverpool. 15 Broadway.
Deutschland May 7. Bromen. 68 Broad st.
Perefre. May 14. Harre. 59 Broadway.
Bellons. May 21. London. 55 Broadway.

PORT OF NEW YORK, MAY 2, 1870.

CLEARED.

Steamship Cimbris (NG), Haack, Hamburg via Plymouth and Cherbourg—Kunhardt & Co.
Steamship Dirigo, Johnson, Portland—J F Ames.
Bark Emina (Br.) Hilton, Dunkirk—Boyd & Hincken.
Bark Wm Van Name, Craig, Cadiz—J Henry.
Bark Tho Dallett (Br.), Wicks, Laguayra and Porto Cabello—Dallett, Bliss & Co.
Bark Menican (Br.), Welch, Sagua—Boyd & Hincken.
Bark Eliza Barss (Br.), Vessy, Jamilton, Bermuda—J N Harvey.
Bark Kedron (Br), Hatfield, Yarmouth, NS—Crandall, Bertaux & Co.
Bark Hannah H (Br), Holder, St John, NB—Heney & Par-Brig Susan Bergen, Davis, Tarragona B J Wenberg. Brig Henry & Louise, Potter, Port au Prince H Becker

Brig Henry & Louise, Touter, for a Timese Becker & Brig Juliet C Clark, Moore, Havana—Thompson & Hunter. Brig L Warren, Harriman, Cardonat—J E Ward & Co. Brig Rennhaw, Sylvester, St Jago—A & Robinson & Co. Schr Wille (Mr. Keyes, Frunillo G Wessels, Schr Wille (Mr. Keyes, Frunillo G Wessels, Schr Julia Channon, Nagaubo, PR.-P Tailbot & Co. Schr John & Co. Cardon & Co. Schr Mensel & Parriboro, NS—Crandail, Bertaux & Co. Bertaux & Co. Schr Menswa, Dissonway, Mobile—J D Hurbut & Co. Schr Argus Eye, Thompson, Savannah—N L McCready & Co.

O. Schr Matoaka, Fooks, Richmond—Van Brunt & Slaght, Schr Ed Lee, Dixon, Elizabethport—B.J. Wenberg, Schr Scarsville, Chase, Portamouth—Baker & Dayton. Schr G.A. Pearce, Poole, Salem—R.W. Ropes. Schr Plymouth Rock, Parker, Boston—S.W. Lewis & Co. Schr Henry Remsen, Allen, New London—Ferguson Voot.

Wood. Schr Nellie Bloomtield, Holbie, Stamford, Schr Evelyn, Hurger, Stamford, Sloop Henry Clay, Mack, New Haven—Rackett & Bro. Steamer Beverly, Pierce, Philadelphia, Steamer Mars, Grumly, Philadelphia,

ARRIVALS.

REPORTED BY THE HERALD SPEAN VACHES. Steamship Pereire (fr), Duchesno, Havre, via Brest April 25, with moise and H4 cabin passeners, to G Mackenzie, Experienced W and Nw winds part of the passage, and heavy gales from SW for two days.

Steamship Mariposa, Kemble, New Orleans April 24, and Havana 27th, with moise and passengers, to H B Cromwell & Carana 27th, with moise and passengers, which with th

Steamship Mariposa, Kemble, New Orleans April 24, and Havana 27th, with moise and passengers, to H B Oromwell & Co.

Steamship El Cld, Nickerson, Wilmington, NC, 75 hours, with navai stores, to J Lordiard.

Ship Hudson. Prait, London and Isle of Wight, Marca 29, with mide and 50 passengers, to Grinnell, Minturn & Co. Took the middle passage and had fine weather.

Bark Glulia (Ital), Fedone, Palermo, 60 days, with brimstone, &c. to Lawrence, Glies & Co. Passed Gibraltar March 15: had fine weather, with light winds and calma.

Brig Favour (Nor), Rajn, Cette dan 15, with wine to order, vessel to Funch, Edye & Co. Fassed Gibraltar Feb 1: had light winds and calms the entire passage; has been 5 days N of Barnegat.

Brig Valero (Br), Murray, Calbarien II days, with sugar to Galway & Cassado—vessel to Brett, Son & Co. Had modefanay & Cassado—vessel to Brett, Son & Co. Had modeware, 25 days, with coder, &c. to M Echeveria & Co. Had Hight variable weather.

Schr Dute (Mext, Diaz, Tunjan, Mexico-ten Leighers, Williams, Company, Mexico-ten and Co. Had hight variable weather.

Schr Orriole (of Boston), Haffards, Savanilla, 25 days, with hides, coffee, &c. to D De Castro & Co—vessel to master. Had hight winds and calms the entire passage. Has been 4 days north of Hatteras.

Schr Curtis Tilton (of Philadelphia), Hughes, Ciensuegos via Delaware Breakwater, 18 days, with noisases to Ponyert & Co—vessel to Overton & Hawkins.

Schr Moda, Holmes, Soper, Brunswick, Ga, 9 days, with lumber, to T M Mayhew & Co.

Schr S. W. Runnell, Bunnell, Darien, Ga, 8 days, with lumber, to T M Mayhew & Co.

Schr Mailida Brooka, Jones, Jacksonville, Sdays, with lumber, to Felix Neison.
Schr Rhoda Holmes, Soper, Brunswick, Ga, 9 days, with lumber, to T M Mayhew & Co.
Schr S W Bunnell, Bunnell, Darien, Ga, 8 days, with lumber, to M Wilder & Son.
Schr S W Bunnell, Bunnell, Darien, Ga, 8 days, with lumber, to M Wilder & Son.
Schr Prudence, Rudd, Norfolk.
Schr Prudence, Rudd, Norfolk.
Schr Julia Fanklin, Soper, Georgetown, DC.
Schr J R Safford, Royte, Philadelphia for Lvnn.
Schr Julia Franklin, Newcomb, Virginia.
Schr S T Wilson, Wilson, Virginia.
Schr Banel Holmes, Rudon, Providence for Georgetown, DC.
Fut in for a harbor.

Passed Through Hell Gate,

Schr S & B Small, Cole. Shulee, NS, for New York, with lumber to Snow & Richardson.

Schr Ambassador, Fletcher, Machias for New York, with lumber to Chase, Talbot & Co.

Schr James Bilsa, Hatch, Machias, 14 days, for New York, with lumber to Fralbot.

Schr Fred Reed, Pendleton, Machias for Flushing, with lumber to Simpson & Capp.

Schr M J Langhton, Laughton, Pembroke for New York, with timber to Chase, Talbot & Co.

Schr Frances Coffin, Reynolds, Addison, 10 days, for New York, with impher to Simpson & Clapp.

Schr Lady Suffolk, Armstrong, Bancor, 7 days, for New York, with impher to Bimpson & Clapp.

Schr Lady Suffolk, Armstrong, Bancor, 7 days, for New York, with impher to Holyoke & Murray.

Schr C D Miner, Wadsworth, Camden for the South, after mackerel.

Schr C D Miner, Wadsworth, Camden for the South, after mackerel.

Schr Collector, Robbins, Deer Isle for the South, after mackerel,
Schr Mary Shields, Waite, Gardiner for New York, with lumber to Cross & Austin.

Schr Franklin, Brewster, Frankfort for New York.
Schr William, Whittler, Ellaworth for New York, with lumber to B M Beardsley.

Schr Union, Poland, Rockland for New York, with lime to J R Brown.

Schr Albert James, Candage, Rockland for New York, with limber to B M. Reardsley.

Schr Union, Poland, Rockiand for New York, with lime to J. B. Brown.

Schr Albert James, Candage, Rockland for New York, with lime to J. V. Haviland.

Schr Thenedict, Hawkins, Portland for New York, with limber to John Boynton's Son & Co.

Schr Union, Creamer, Portland for New York, with limber to John Boynton's Son & Co.

Schr Union, Creamer, Portland, 7 days, for New York, with limber to Wilder & Son.

Schr Free Wind, Prisbee, Portland, 7 days, for New York, with limber to Wilder & Son.

Schr Free Wind, Prisbee, Portland, 7 days, for New York, with limber to Holyoke & Murray.

Schr Baston, Sturges, Rockport for New York.

Schr Eliza Williams, Cornish, Rockport for New York.

Schr Eliza Williams, Cornish, Rockport for New York.

Schr Boston, Sturges, Rockport for New York.

Schr Honest Abe, Davis, Rockport for New York.

Schr Honest Abe, Davis, Rockport for New York.

Schr JG Collyer, Crosby, Rockport for New York,

Schr JD Wallace, Allen, Glouceater for New York, with fish to Woodruff & Robinson.

Schr John THenry, Dilks, Cape Ann for New York, with 61th Borland & Davis,

Schr Anjer, Chase, New Bedford for New York,

Schr B B Smith, Nickerson, New Bedford for New York,

Schr Hos Potter, Hanfy, New Bedford for New York,

Schr Elim City, Keity, Marton for New York, with 1 Immber to J H Swift.

Schr Elien Perkins, Keily, Pall River for New York,

Schr Elien Perkins, Keily, Fall River for New York,

Schr Elien Perkins, Keily, Ball River for New York.

Sent Eim City, Keily, Marion for New York, whit has of J H Swift.
Schr John Crockford, Davis, Fall River for New York, Schr John Crockford, Davis, Fall River for New York, Schr Mary J Mead, Thrasher, Taunton for New York, undse to Alicot & Co.
Schr St James, Keefe, Taunton for New York, Schr J F Ross, Paul, Taunton for New York, Schr Jas Jones, Jones, Providence for Battimore.
Schr Barf, Burke, Providence for Philadelphia.
Schr Seraph, Ryder, Providence for Philadelphia.
Schr Seraph, Ryder, Providence for New York, Schr Zoe, Hall, Providence for New York.
Schr J H Young, Barrett, Providence for New York.
Schr Thomas E Canill, Hallock, Providence for York.

York.
Schr Louisa, Hamblin, Providence for New York.
Schr James M Bayles, Arnold, Providence for New York.
Schr Fred Tyler, Tirrell, Providence for Elizabethport.
Schr Ann Elizabeth, Kelly, Fawtucket for New York.
Schr Reading Railroad No 63, Rodan, Pawtucket for Phil-

delphia.
Schr Unward, Hadiey, Newport for New York.
Schr Morning Light, Howen, Newport for New York.
Schr Sallie Chartres, Simmons, Newport for New York.
Schr Pennsylvania, Ewing, Newport for New York.
Schr Ann T Sipple, Hutchins, Newport for New York.
Schr Motto, Searle, Newport for New York.
Schr Motto, Searle, Newport for New York.
Schr Reading Railroad No 47, Reed, Newport for Philadel-bia.

Schr Reading Railroad No 47, Reed, Newport for Philade phila.
Schr Adelia Felicia, —, Norwich for Elizabethport.
Schr Gld Zack. Beebe, Norwich for Elizabethport.
Schr Henrietta, —, Norwich for Elizabethport.
Schr Kelower, Russell, Hartford for New York.
Schr GL, Lovel, New Haven for New York.
Schr GL, Lovel, New Haven for New York.
Schr GL, Lovel, New Haven for New York.
Schr Fannie Mitchel, Brown, New Haven for New York.
Schr Everplade, Giand, Bridgeport for New York.
Schr Everplade, Giand, Bridgeport for New York.
Schr San Juan, Jones, Brookhaven for New York.
Schr Schoon, Wheeler, Derby for New York.
Schr G R Murney, Murney, Derby for Philadelphia.
Schr Steiling, Griffen, Greenport for New York.
Schr Steiling, Griffen, Greenport for New York.
Schr Steiling, Griffen, Greenport for New York.
Schr Sterling, Griffen, Greenport for New York.
Schr Sterling, Griffen, Greenport for New York. BOUND EAST.

Steamship Dirigo, Johnson, New York for Portland. Schr G R Thomas, Arnold, Wilmington, NC, for Middleown.
Schr Hunther, Hill, Rondout for New Haven.
Schr Luna, Smith, Rondout for Somerse.
Schr MicFadsen, Jones, Rondout for Norwich.
Schr S Mount, Young, Rondout for Providence.
Schr Witte Witte Wing, Hall, Rondout for Providence.
Schr R S Dean, Cook, Newburg for Tauntou.
Schr Empire, Baker, Newburg for New London.

BELOW. Bark Laura (NG), 70 days from Stettin (by pilot boat Char-

Wind at sunset S, light. Shipping Notes. The British brig Lydia H Cole, that arrived at this port 25th

ult from St Jago, with portion of the crew seriously ill with yellow fever, and since detained at Quarantine for the purpose of fumigation, came up to the city yesterday to discharge cargo.

The Hunter's Point Ferry Company have at last co

a needed improvement at James slip in tearing away the old bridge, preparatory to building a new one. Several stalwart mechanics were yesterday vigorously working in superin-tending the driving of piles for a new foundation, which they hope to have completed in a few days. Meanwhile their boats use one of the Bridge atreet ferry silps to transact business. Now that the first wedge has been driven, can't business. Now that the first wedge has been griven, can't the directors of this ferry build a new waiting house at James slip, affording decent accommodations for their patrons, and after that has been done construct two or three more comafter that has been done construct two or three more comfortable and safe boats? It would give passengers confide and do away with the constant fear that possesses them that their lives are not safe in some of their old tubs that at present carry them up and down the river.

Many of the piers on the North river presented a busy

aspect yesterday. Those particularly where steamships en-gaged to the southern trade were lying had hundreds of bales of cotton and thousands of barrels of flour piled in every concelvable nook and corner ready to be transported to differ-ent places in the city. While the unloading of these com-modities of itself would have given the stevedores plenty of business the freight ready to be shipped hence to the re-

spective ports which these vessels visit added greatly to the pleasant animation and gave encouragement for the future. The cosey steamboats, radiant in their dresses of new paint and cabin upholstery, plying from the city to the many suburban retreats on the Sound, left their piers on the East river yesterday afternoon comfortably laden with passengers in almost every instance. As a consequence, the "skippers" coked happy, forgoiting the constitutional growt usually tresponsive to civil questions from strangers, and many, indeed, took the old "buta" of cigars from their mouths when speaking to ladies. This was pleasant to look upon, and it is to be hoped that they will be thus gentlemanly disposed all summer.

All Custom House inspectors of this port are well aware that a "special agent" of the Treasury Department is now investigating certain supposed informalities that exist in the discharge of their respective duties. The point arrived at especially is that of rumored bribes given these gentlemen by steamship agents and merchants. While the inspectors do not find fault with the attempt to uncover any disreputable act of their number, particularly that of receiving money from a forbidden source, but, on the contrary, rather like it, they are at a loss to reconcile the fact that on Saturday last, when they were paid their April salaries, the money was accompanied with the "desire" of some parties that each should give over a certain percentage of it for electioneering purposes. This in the face of promised increase of pay, which is then just due, is rather tough and deserves more than the ordinary ventilation.

which is then just due, is rather tough and deserves more than the ordinary ventilation.

Since last report there have arrived from points on the Hudson river the following barges and canal boats:—By towboat Belle—Barges Cromwell, Jos W Fuller, Corsackie, Kate Everton, G L Moshler, S Watson, Hottentot, J W Freeman, Robt Boyd, Elia, Gen Jackson, Milan; canal boats A H Vanderlin, Globe, W H McClure, Geo Entger. Blue Bird, Aismucha, W T Seymour, Mechanic, Manhattan, Geo Day, S W Thompson. By tugboat Anna—Barges Jamestown, S A Nolan, Greenbush, Attentive, A A Summer, J T Burden, G T Lawton; canal boats H E Packer, Glive Bascomb, Castleton, W A Wilkins, Sea Lark, H E Parsons, A H Beaumond, John H Macy, Geo P Hyer, T H Patchen, J W Morris. By towboat McDonald—Barges Tompkins, S Austin, Henry Clay, Inspector, Purim, J S Keller, W H Seymour; canal boats Mary Anderson, J Hall, Job.

It is worthy of record that "Unicle David" has at last succeeded in sending down the dangerous flagstaff from the roof of the Barge office. For the past four weeks it has been the cause of rightening many not over-courageous men and timid ladies who regularly visit the docks on business. It is reported on the very best authority that a subscription is now being taken up to reward the "old man" for this meritorious service. Let it be a liberal purse!

Murine Disnuters.

Marine Disasters.

Ship Etha Rickmens (NG), Davisson, from Shangh e via Satavia for New York, completed her repairs at Singapere, and salled thence for destination March 12. pere, and salled thence for deathation March 12.

BRIG GONDOLIES, Roberts, from Cardenas (April 1) for
New York, with a cargo of sugar and asphaltum, was
wrecked on the 8th, at Fequet Rocks; part of cargo saved
and taken to Nassau. The Gregistered 172 tons, and was
built in 1965 at Farrsboro, NS, whence she halled.

BRIG MAGDALA—The brig before reported as ashore at
West Faimouth, Vineyard Sound, was the Magdala (of St
John, NB), from St Jago for Boston. She got off and anchored in the Sound.

Sour Catharine John (Br), Hammond, from Matanzas for New York, with angar, put into Nassau April 8 in distress, of what nature not stated. Schr Connecticut, before reported sunk in Pot Cove, Hell Gate, has been raised and towed around into Hallett's Cove and put on the beach.

For and put on the beach.

FAYAL, April 9-Ship Perseverance, of and from Liverpoof for New York, arrived here on the 7th inst in a very leak condition. Captain Robertson reports encountered very severe weather throughout the month of March; the ship commenced to leak early in the mouth, gradually increasing, until they were obliged to keep the pumps constautly at work, and but for these being double action pumps they never would have succeeded in bringing the ship into port. A survey was held to-day and orders were given for the ship be highest death of the surposest to be just above the copper, forward.

LIVERPOOL, May 2-Bark Eveline, from Greenock for Quebec, broke her rudder and put back for repairs,

QUEDEC, May 2—The steamship Germany, Graham, from Liverpool for Ouebee, and the steamship City of Quebec, Conneil, from Quebec for Gulf ports, have been in collision. The City of Quebec sunt this morning: damage to the Ger-many not reported. Two men were drowned and one killed.

ANOTHER FAST PASSAGE TO SAN FRANCISCO.—The clipper ship Derby has just arrived at San Francisco from this port after a spiendid passage of 116 days. She was under the able command of Captain Dwight Goff, and is owned by Messrs George Howes & Co, of New York and San Francisco. The Derby is the fifth ship salling consecutively from New York in the Dispatch Line that hasmade the passage in less than 119 days, namely, the Golden Fieces, 110: Valparaiso, 106; Gov Morton, 118; Cremorne, 115, and Derby 116 days. It must be very satisfactory to the shippers by these elegant vessels to see them arrive in such uniform time, and the Dispatch Line truly deserves its popularity. The Favorita to be full this weeks, Swallow, Herald of the Morning and Prima Donna are now loading in this line, and their previous fast passages and good celivery of cargo warrant quick dispatch.

LIVERPOOL, May 2—The propeller Ragua, seven yards long, Capitain Buckley, will leave this port for New York in a few days. Spoken.

Foreign Ports.

ANJIER, Peb 22-Passed, barks Havelock (Br), Madden, from Yokohama for NYork; 24th, Samuel Larrabee, Thompson, Manila for do; March 6, ship Peruvian, Thompson, do for Boston.

BATAVIA, March 4-Sailed, ship Humboldt, Proctor, Singapore.

BATAVIA, March 4-Sailed, ship Humbold, Proctor, Sinapore.

BOMBAY, March 25—In port ships Timour, Spooner, for
Boston; J. P. Wheeler, Harris, for Liverpool; Dragon (Br),
McLernon, for Aleppy and Nyork; Sapphire, Siders, unc;
Dur-cland (Br), Graves, do.

Sailed March 25, ship Cashmere, Kingman, rice ports.

CALOUTIA, March 25—In port ships Koyai Alexandra (Br),
Browning; Brilish India (Br), Tanner, and Botanist (Br),
Valiant, for Nyork, Ing; Andrew Jackson, Field, for do or
Boston, do; St Albana (Br), Pike, and Quenhaven (Br), Evans,
for Boston, do.

Roston, do. S. Albana (Br), Pike, and Gemhaven (Br), Evans, Boston, do. On the Control of the Co

mieson, St John's, NF; brig Queen of the South, Jacksonville.

Kingston, Ja, Apr.l 14—Arrived, brig Gilmor Meredith'
Arres, NYork; sehr Ida May, Drisko, do.
Sailed 18th, brig Haldee (Br), McDonald, Jacmel.
Arrived at Morant Bay, no date, bark Agaiha (Br), Bastain, NYork.
Sailed from Yaliahs previous to April 16, bark Agnes J
Grace. Smalley, Marseilles.
Liverroot, May 2—Arrived, steamship City of Baltimore,
Delamotte, NYork (April 19); ship Grace Darling, Suear,
Baker's Island.
MELBOURNE, Feb 25—Cleared, ship White Swallow,
Knowles, Hong Kong.

Baker's Island.

MELHOURNE, Feb 25—Cleared, ship White Swallow.

MELHOURNE, Feb 25—Cleared, ship White Swallow.

Knowles, Hong Kong.
In port Feb 26, ships Richard Busteed, Kingman, from
Quebec; Agra, Miller, from NYork.

Salted from Port Phillip Heads Feb 2, barks Envoy, Berry,
Freemantle; Agate, Brown, Nowcastle; ISth, ship Marthal,
MANILA, March 2—In port ships Great Admiral, Jackson;
Panama, Fettinglii; City of Agra (Br), Eltwood, and Tewksbury (Br), Fowler, for NYork; Sami G Glover, Miller, for
Boston.

Panama, Fattingill; City of Agra (Br.), Eliwood, and Tewksbury (Br.), Fowler, for NYork; Sani G Glover, Niller, for Boston.

MOLMEIN, March 12—In port ship Tanjore, Cobb, to load rico E Bombay.

Matanama, Andri 22—Arrived, bark J H Weldon, Nickerson, NYork; 22d, brigs Mendota, Perry; Geo G Berry, Bradtey; Cara J Adama, McFarin, and Martina A Berry, Chase, Portland; 24th, bark L T Stooker, Bibbery, Rosion; brig Concord, Keily, Baltimore; schr Lottie Glotta, Endicott, NYork; 25th, steamship Key Weat, Rudolph, Port-an-Prince; barks Hettle Hall, Fisk, Baltimore; R H Allen, Tarr, Troen; brigs J B Brown, Bain, Portland; Wild Horse (Br.), Macomber, Baltimore.

Salica 22d, brigs J Polledo (Br.), Plummer, Baltimore; Almoner, Garry, Philadelphia; 22d, barks Jamas Weish (Br.), and "Clentinegos," Coli, NYork; schr Vosta, Rogers, Philadelphia; Sit, bark Racke, Rovino do reported oading for Portland; brigs Minnie Miler, Anderson, do; H F Eaton, Reed, NYork; L L Wadsworth, Bayley, Havana; schr Barras, Newton, NYork.

La port April 25, abij Stanama, L Pitzgerald, Cromley, for New York; barks Sarah B Hale, Whita, for a port N of Hattera; Geo S Hunt, Mitchell, for do; Henry P Lord, Pakham, and Schamyl, Croobe, for Philadelphia; brigs Wm Gordon (Br.), Filber; W H Blektmore, Bickmore, and Sami Muir (Br.), Hicks, for New York; Ernestine, Knight; Nigrelia, Stowers, and Amedia Emma, Carlton, for a port N of Hatteras; H F Katon, Reed, for Portland; Jennie Mortor, Gamage; Walter Howes, Pierce, and Poinest, Anderson, for Philadelphia; G W Morris (Br.), for Charleston; sohrs Anna Lyons, Kemp, for NYork; Louisa Blias, Strong, and Mary D Haakell, Barcour, for Philadelphia; West Dennis, Crowell, for Relitmore: Abbe, Davis, for a port north of Hatteras.

Southampton, Myork (April 21) for Bremen (and proceeded); Leipsig, Jaeger, Baltimore (April 20) for Bremen.

Swynn A. April 9—In port bark Nremen (Mor), Helgesen, from NYork, to asil soon for Constantinople with part of inward cargo of petroleum.

Synn A. April 9—In port bark Nremen (Mor).

Sydney, NSW, Feb 25-Arrived, an American schr, from Puget Sound.
Sailed Feb 23, bark Bayonnaise (Fr), Bidegaray, New-SINGAPORE, March 1-Sailed, ship Arabia, Hinkley, Ran-In port March 15, bark Alexandra (Br), Tyrer, for NYork, ldg. Sr Jonn's, PR, April 19-Sailed, brig Express, Murch, NYork. NYork.
In port 19th, schr Webster Barnard, Smith, for Delaware
Brauwster.
Br John May 2—Arrived, ship Abyastnia, Christian,
Br John, bark Annie Troop (Br), Troop, NYork; schr Ada
(Br), Belves, Philadelphia.
Salied 3d, ship Cicopatra, Doane, Liverpool.

American Ports.

ROSTON, April 30—Cleared, bark Helen Campbell (Br), Brooks, London; brigs Abby (Br), Lewis, Haytt; C C Colson, Payson, Charleston; Monics, Libby, Satilla River, Ga, to load for Surinam; schrs Leona (Br), sewhunile, St Marc, Haytt; Galena, Hale, Jamaica; J Somes, Heath, Jackson-ville; Copia, West, Albany.

Sailed—Steamships Oriental, and Roman; barks Trovatore, and John Zittlosen (and latter passed Cape Cod at 5 PM; and from the roads, brig L L Squires. Bark George T

Kemp went to sea from the roads on Sunday (and passed Cape Cod at 2 FM).

May 2—Arrived, sicamships Norman, Philadelphia; Neptune, Nyork; schr Siegabeth Ann, Cape Hayties: Lizze Car, Matanzas; Ben Reed, Sayannah.

BALTIMORE, April 30—Cleared, bark Amazon (Br. McDonald, Richibunto, NB; schrs A Dumfeld, Brownlow, New York; A W Nettles, Brown, Hoboken; Sarak Gamp, Street, Bridgelown; M F Harriman, John, Hudson; W Norman, Knoz, and Cohasset, Lodon, Hoboken.

Sailed—Bark Arethusa (Br); schr Wille.

May 2—Arrived, brig Francis Jans, Jones, S; Johns, PR. Below, bark Minnanueth (Br), Jenkins, from Rio Janeiro, CHARLESTON, May 1—Saiced, steamship Victor, Gateg (from New Orleans), Nyork.

2d—Arrived, steamship Key Weat, Matanzas; schr A E Stevens, Nyork.

FORTUESS MONROE, May 2—Passed in for Baltimore, barks Minmanueth, from Rio Janeiro; Adelaide, from do; brig Frances Jane, from Porto Rico.

Passed out—Ship Intrepid, for Nyork; barks Gulona, for Philadelphia; Winnifred, for Rio Janeiro; Mary A Marshall, for St John's; Anna Francis, for Nova Scotia; Mary Hilyard, for Liverooi; brigs Bacholor, for Cardenas; Magdala, for Havana; Alex Kirkland, for Porto Rico; D C Chapman, for Matanzas; Bonita, for St John's; schr Marguerite, for Martinique.

GALVESTON, April 25—Arrived, schr Minnie Repplier,

inique, GALVESTON, April 25 - Arrived, schr Minnie Repplier, Conover, NYork.
28th - Arrived, schr Lucy Hammond, Cole, NYork.
INDIANOLA. April 20 - Arrived, schr Alice C Noyes, Robinson, Pensecols. oson, Pensacola. 21st. Arrived, brig Emily, Brown, NYork. 23st.—Cleared, schr Manantico, Claypole, NYork. In port.—Brig Belle of the Hay. Noyes, for NYork ldg; chrs Franklin, Swain, for do; Julia A Rider, Rider, for

JACKSONVILLE, April 23—Arrived, schr Jessie L Leach, Doughly, Bruuswick, Ga. Cleared—Schr Beimar, Lank, NYork. Scht—Arrived, schr Anthea Goldfrey, Godfrey, Wilmington, 27th—Arrived, schr Light of the East, Heath, Boston.
MOBILE, April 25—Arrived, ship Nancy M, Mosher. Cardiff. diff.
Cleared—Brig Laura Gertrude, Welsh, Salem.
WILMINGTON, NO, April 29—Cleared, schre Helene,
Babrs, and Rising Sun, Jones, Boston.

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MEAT BROILING! THE FINEST CULINARY INVENTION OF THE AGE! NOW OFFERED FOR THE FIRST TIME TO

THE EASTERN PUBLIC. THE AMERICAN BROILER. (Patented July 21, 1868, and October 19, 1869.) Embodying in a plain and cheap utensil-as simple a

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ALL THE PRINICPLES INVOLVED IN THE PERFECT BROILING OF MEATS, with the greatest conveniences and advantages of practical use, and doing its work with RAPIDITY MORE THAN DOUBLE THAT OF ANY

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MORE PALATABLE AND NUTRITIOUS than by any other mode of cooking them,

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No pounding of steak ; Renders tough meat tender by its action; Does away with all smoke and smell of grease: Broils equally well over coal or wood;

Answers for all sized stove or range openings, and is equally good for BEEFSTEAK, CHICKEN, HAM, CHOPS, FISH AND OYSTERS.

It broils a steak, over an average fire, in SEVEN TO EIGHT MINUTES, and over a very hot fire WITHIN FIVE MINUTES. Other meats in proportion; and RETAINS ALL THE JUICES AND FLAVOR.

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